

DEERLY TUESDAY

SUPERINTENDENTS OF BRIDGES AND BUILDINGS TO ASSEMBLE.

THEIR EIGHTH ANNUAL CONVENTION.

They Will Gather at Murphy's Hotel and Will Be Royally Entertained—To Go to Old Point on Friday—Carriage Drive Over the City.

Richmond, which has become a centre for railroad gatherings of all descriptions, will be called upon this week to entertain the National Association of Railway Superintendents of Bridges and Buildings, which will convene here on Tuesday and remain in session for two days.

The delegates to the convention representing nearly all the trunk lines in this country will have their headquarters at Murphy's Hotel, and in that hostelry the convention will sit. Arrangements have already been made for the accommodation of a large number of delegates and visitors, and they will be entertained in a royal fashion.

Mr. Joseph M. Staten, Inspector of bridges for the Chesapeake and Ohio Railway Company, is the Committee on Arrangements here to look after the reception and entertainment of the members.

He has mapped out a program of business, and through, and there is every reason to believe the visitors will be much pleased with their stay and treatment in this city.

They will be taken in carriages to the various points of historic interest in and around Richmond, and a special trip through Williams' and Mayo's tobacco factories. In addition to this a trip to Old Point is on the itinerary.

THE PROGRAMME IN DETAIL.

The following is the programme which will be carried out:

Tuesday, October 18th—Morning Session: The convention will be called to order at 10 A. M. Prayer by J. H. Cummin. Calling the Roll. Reading of minutes of last meeting. Report of Committee on Applications for Membership. Admission of new members. Treasurer's address. Annual reports of Executive Committee, Secretary, Treasurer, Committee on Resolutions, and Special Committee on Relief. Payment of annual dues. Appointment of Auditing Committee. Nomination Committee. Committee on Selection of Officers for Report and Discussion. Committee on Resolutions, and Obituary Committee.

Afternoon Session—Called to order at 2 o'clock. Committee reports. Reading of reports of Committees on Investigation. Unfinished business. Discussion of reports presented at last convention. New business.

Wednesday, October 19th—Morning Session—Called to order at 10 o'clock. Discussion of reports of Committees on Investigation.

Afternoon Session—Called to order at 2 o'clock. Continuation of discussion of reports. Reading and discussion of questions propounded by members.

Thursday, October 20th—Morning Session—Called to order at 10 o'clock. Miscellaneous business. Election of officers. Adjournment.

Afternoon—Excursion by trolley-cars to the battle-field of Seven Pines and to other places of interest which the Committee on Arrangements, Mr. Joseph M. Staten, has planned.

TO OLD POINT.

Friday, October 21st—Mr. Joseph M. Staten has arranged for a trip to Newport News, Old Point Comfort (Fort Monroe), and a sail on Chesapeake bay to Newport News navy-yard and the Cape Charles, Richmond on Chesapeake and Ohio railway at 8:50 A. M., arriving at Newport News at 11 A. M., where Chesapeake and Ohio steamer will be waiting to take party to the Newport News navy-yard and to Old Point Comfort.

Members wishing to return to Richmond will have time after luncheon to visit Fort Monroe, leaving Old Point Comfort on Chesapeake and Ohio railway at 4 P. M., reaching Richmond at 6:30 P. M.

Members desiring to stay over night at Old Point Comfort or to go to Washington by night boat, can, during the afternoon, take a sail on Chesapeake bay to Cape Charles and Cape Henry, and Chesapeake and Ohio railway having kindly offered their steamer for the purpose. The return from this sail will be in the forenoon at 6 P. M., at Hybla Hotel.

Members can either remain at Hybla Hotel or take the night boat for Washington, leaving Old Point Comfort at 7:30 P. M., reaching Washington, D. C., next morning at 6:30.

Through the courtesy of the Chesapeake and Ohio railway, members and their ladies will be given free transportation on the Chesapeake and Ohio railway from Richmond to Old Point Comfort and return, and also on the bay to the navy-yard and the cape.

HISTORY OF THE ASSOCIATION.

The National Association of Railway Superintendents of Bridges and Buildings has an honorable record. It was organized in St. Louis, September 25, 1891, and then had sixty members. Since that time it has held an annual convention each in the following cities: Cincinnati, Philadelphia, Kansas City, New Orleans, Chicago, and Denver. The membership has increased from sixty to about 140.

The object of the association is the mutual advancement of its members, by the acquisition of more perfect knowledge in the construction, maintenance, and repair of railroad bridges and buildings, as well as all other matters entrusted to the care of superintendents of bridges and buildings, by common discussion, interchange of ideas, reports, and investigations of its members.

THE OFFICERS.

The officers of the organization for 1897-'98 are:

Walter G. Berg, president, Lehigh Valley railway, Jersey City, N. J.; Joseph H. Cummin, first vice-president, Long Island City, N. Y.; Aaron S. Markley, second vice-president, Chicago and Eastern Illinois railway, Danville, Ill.; G. W. Timman, third vice-president, Louisville and Nashville railway, Evansville, Ind.; C. C. Mallard, fourth vice-president, Southern Railway, Atlanta, Ga.; L. E. Patterson, secretary, Boston and Maine railway, Concord, N. H.; N. W. Thompson, treasurer, Pittsburg, Fort Wayne and Chicago railway, Fort Wayne, Ind.

Besides these there are six executive members, as follows: George J. Bishop, Chicago, Ill.; Charles H. Brown, Pacific railway, C. P. Austin, Bedford, Mass.; Boston and Maine railway; M. Riney, Barraboo, Wis.; Chicago and Northwestern railway; William S. Dames, Peru, Ind.; Wabash railway; J. H. Markley, Peoria, Ill.; Toledo, Peoria and Western railway; W. O. Rice, Chicago, Ill.; Chicago and Erie railroad.

SUBJECTS FOR DISCUSSION.

The following subjects for report and discussion for 1897 and 1898 were selected, and they will be discussed at this convention:

1. Pile rings and method of protecting pileheads in driving.

2. Cost and manner of putting in pipe culverts.

3. Best floors for shops and round-houses.

4. Round-house, smoke-jacks, and ventilation.

5. Prevention of fire in railroad buildings.

6. Storage of fuel, oil, and other station supplies at way-stations.

7. Railroad highway-crossing gates.

8. What repairs, and how can they be safely made, to metal and wooden spans without the use of the derrick.

9. Care of iron bridges after erection, including best method of protecting them from rust.

10. Care of steel bridges after erection, including best method of protecting them from rust.

TILLMAN TO SPEAK.

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The meeting at which Mr. Tillman will speak has been organized by that staunch old organization the Old Dominion Democratic Club of Jefferson Ward. The Old Dominion Club has long wanted to hear Senator Tillman, and organized a demonstration in his honor last year, which had to be given up on account of a serious throat trouble which fastened itself upon him just before he was to speak here.

This fall, hearing that Mr. Tillman was to make two or three speeches in the Congressional district, the club invited him to speak in Richmond, and were delighted to receive his acceptance.

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The speakers will be Captain John E. Stovall, president of the Old Dominion Club; Governor J. H. Taylor, Mayor Richard M. Taylor; Hon. J. Taylor, Chairman State Democratic Committee; Jefferson Wallace, Esq., Chairman City Democratic Committee; City-Collector Frank W. Cunningham; City-Treasurer Charles H. Phillips; Charles C. Taylor, W. H. Mullen, and A. P. Montgomery. The Reception Committee will meet at Murphy's Hotel Wednesday afternoon and will meet the Democracy's distinguished guest at the train and escort him to the hotel, and later to the Academy.

The ushering in of the people to Auditorium and stage will be done by the following efficient committee: Messrs. Henry J. Cohn (chairman), C. Manning, Jr., John P. Donley, and S. L. Wood, all of whom are members of the Old Dominion Club.

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THE REAL TILLMAN.

Tillman's enemies call him a firebrand, an iconoclast, a stupid, ignorant, turbulent fellow, coarse, without education or culture.

He writes treatises in Greek. Shakespeare would have been proud to have used such English. Daniel himself never more completely enthralls with his eloquence.

Many of the stripes were chosen. The thirteen stripes are advanced as to why the thirteen stripes were chosen. They may have come from the naval flag of the United States, but there had always been seven stripes and two stars between the seven provinces of Holland and the American Colonies. The idea of the stars is thought to have been suggested by Washington's coat of arms, which has three stars, and on the top an eagle.

In explanation of the five-pointed star being used on the flag, it is said that one being on our coin, it is said that the makers of the early coins used the English custom in heraldry, while the designers of our flag followed the shape of the European star.

When the new States came into the Union the question arose as to how they should be represented on the national flag. They were too important an acquisition not to be represented on the flag, and after much debate in both houses, in 1794, two more stars and two more stripes were added for Vermont and Kentucky. This formed the flag of fifteen stripes and fifteen stars, which continued to be the emblem of the United States until 1818, or for twenty-four years, during which time it won many laurels on land and sea for the new republic. It was this flag that amazed the people of Europe by its boldness in attacking the Algerian pirates, and floating from the mastsheads of our merchant marine and navy. It won new glories on sea and lake in famous naval battles, as well as at New Orleans and Fort Mifflin.

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In one of the Chambers of Commerce said, as he stood pointing to an American flag:

"There is a place of hunting, lifted into the air, but it is so subtly, and every part has a voice."

War Humor at Santiago.

(New York World.)

Captain Evans is responsible for a choice bit of sailor humor which deserves to be recorded for history before it is lost in some dusty pigeon-hole in the Navy Department.

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Even the businesslike Jackey who was fastening the signal-flags to the halyards, must have laughed as the Captain ordered the letter which spelled out the last word.

Of course, a fleet officer by Americans was not slow to act on the place of grin humor, and a minute after the signal was hoisted the Iowa, Massachusetts, Texas, and Vesuvius were giving the Reina Mercedes the signal to sink.

Shot and shell sank her before she reached her intended berth in the narrowest part of the channel, and left the way into the harbor open to our ships.

GAVE UP PLOW FOR POLITICS.

He saw his people groaning under the iron rule of the Yankee carpetbaggers first, and then beneath the regime of a proud and pitiless aristocracy. He may have been moved by some selfish ambition, or he may—and this is what his people believe—have been stirred by lofty patriotism; but be that as it may, he turned the plow over into the ditch, and strode out into the field of politics, where it was to remain for the rest of his life.

He was elected Governor of South Carolina in 1830, and awakened intense antagonism throughout the State by his vigorous enforcement of what was then the unpopular law, a law by which the State monopolized the liquor business.

Afterwards he was elected to the United States Senate, defeating General Matthew C. Butler, after an exciting and not entirely bloodless contest. He is best known for his resolute and unchanging opposition to the single gold standard and all who advocate it.

GEORGETOWN UNIVERSITY.

The College Journal—Athletic and Other Notes.

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A VERY SHORT CHESTNUT CROP.

Lands Posted and Pot Hunters Disgraced—The Fall Fishing—Weeds and Apples—Religious, Personal, and General Notes.

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The fall fisheries on the Potomac have been very successful, so far, and the fishermen are at present hopeful and cheerful over the prospects.

Partridges are more abundant here now than they have been for three or four years, and they are large and fat.

The farmers complain that weevils have been more destructive to corn and wheat than in any previous year. Some lots of old corn have been honey-combed and ruined by the little pests, and there seems to be no way of driving them out of granaries.

The coming marriage of Miss Carrie Stuart, of "Cedar Grove," this county, is attracting wide attention in high life, owing to the prominence of the family and the popularity of the prospective bride.

The Democrats of the Northern Neck are looking forward with enthusiasm to the coming convention to nominate a candidate for the State Senate, to fill the vacancy caused by the appointment of Hon. J. E. Mason to the circuit judgeship.

The Treasurer of this county reports an advertised forty-one trunks of land delinquent for taxes of 1897. These delinquent tracts will be offered for sale at public auction before the close of this year.

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Mrs. W. D. Dickinson, of Essex, is spending some time with her mother, Mrs. Fielding Lewis, at "Marmion," in this county.

Mr. George A. Mixer, of this place, left this week for the District of Columbia, where he will remain some weeks with friends.

An effort is being made by the Republicans by a few of that party—to remove the post-office at this place. A petition asking for its removal has been sent to the department. But a vigorous protest, by many Republicans and Democrats, is being made against any such unnecessary change. The office is a large and very important one, centrally and conveniently located, and the present postmaster, who has held the position ever since the war between the States, has given entire satisfaction to every patron of the office and to the department at Washington.

Miss Attaway M. Lewis, of Washington, D. C., is a guest of relatives in this county.

Mr. T. Randolph Arnold, of this neighborhood, left this week for Warsaw, Richmond county, to take charge of the graded school at that place.

Mr. Thomas L. Hunter, an attaché of the government printing bureau at Indian Head, Md., visited his kinsfolk here this week.

Rev. John McNabb, rector of the Episcopal churches in this county, has returned from the Eastern Shore, where he spent his vacation.

Mrs. Wray, wife of Rev. T. J. Wray, of this county, is spending a few days in Washington.

The colored people here are very much distressed with the appointment of several white teachers for colored schools, and some of them, if not all, refuse to send their children to white teachers.

Captain Henry Endors is having a new residence erected on his farm, on Machodoc creek. Deputy-Sheriff W. N. Hedlin is the contractor.

Mr. Walter Colton, of Texas, is visiting his relatives in this county. Mr. Colton is a native of King George, and the people here are giving him a very warm welcome.

Miss Laura Billingsley, who has been spending some time here, has returned to her home in Culpeper.

Mrs. Thomas E. Drinkard, of this county, is enjoying an extended visit to friends in Clarke county.

Ben Merriman, who joined the United States army some years ago, arrived at his home here this week.

Mr. Daniel Trizger, who has been in California some years, has arrived here to visit his father, brothers, and sisters.

Miss Clarence Fitzgibbon, of this county, is visiting friends in the District of Columbia.

Miss Minnie Sorrell has returned to her home here from a few weeks' stay in Washington.

The carpenters of this county are busier this fall than they have been for several falls past. In addition to the work being done by the Federal and State carpenters, several of the Fredericksburg carpenters are engaged here.

Opium hunters are making the nights hideous just now, the woods resounding with their peculiar whoops and the cries of their dogs. But many a farmer and his family are fearful and fearing on having "possum" and sweet potatoes, two inseparable vials for the month of October.

A great many wine-apples are falling from the trees before they are ripe enough for market or home use. But few now are found in the market.

Rev. George M. Connolly, of Richmond county, is in Stafford assisting Rev. A. T. Lynn in a revival meeting at Hull's church. Large congregations have been in attendance during the week, and much interest has been manifested each day since the revival.

Mr. J. H. Gulliver and Miss Bell Mothershead, of Richmond county, were united in marriage several days ago. The ceremony took place at Welcome Grove Baptist church, in that county, and was witnessed by a number of friends of the contracting parties.

Dr. John Cockey, of Buffalo, N. Y., has been visiting his sister and other relatives in Stafford county, and was cordially welcomed by his many friends.

Mr. E. L. Towne, of Northumberland county, is a student at Crozer Theological Seminary, at Chester, Pa.

Miss Nancy Green, of Georgetown, D. C., a niece of the late Lewis, of this county, has returned home, after spending some time at the home of Captain J. G. Pollock, in Stafford.

Time's Healing Touch.

It was a badly turned up nose. That nose of Kitt's Brown. But Father Time heals all our woes. And she has healed it down.

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